
Transportation and Communications Committee
of the
Southern California Association of Governments
December 6, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

Members Present

Aldinger, Jim	Manhattan Beach
Ayala, Luis	SGVCOG
Baldwin, Harry	San Gabriel
Beauman, John	Brea
Bone, Lou	Tustin
Brown, Art	Buena Park
Burke, Yvonne	Los Angeles County
Carroll, Stan	La Habra Heights
Chlebnik, John	WRCOG
Dale, Lawrence	Barstow
Daniels, Gene	Paramount
Diels, Steve	Redondo Beach
Dixon, Richard	Lake Forest
Edgar, Troy	Los Alamitos
Gabelich, Rae	Long Beach
Glancy, Thomas	VCOG
Green, Cathy	OCCOG
Gross, Carol	Culver City
Gurule, Frank	Cudahy
Hack, Bert	Laguna Woods
Lowenthal, Bonnie	Long Beach
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
Mills, Leroy	Cypress
O'Connor, Pam	Santa Monica
Ovitt, Gary	San Bernardino County
Pettis, Gregory	Cathedral City
Quirk, Sharon	Fullerton
Rutherford, Mark	Las Virgenes/Malibu COG
Smith, Greig	Los Angeles
Spence, David	Arroyo Verdugo COG

Members Present (continued)

Sykes, Tom
Ten, Mike – **Vice Chair**
Wapner, Alan - **Chair**

Walnut
South Pasadena
Ontario

Members Not Present

Adams, Steve
Becerra, Glen
Buckley, Thomas
Chastain, Kelly
Dunlap, Judy
Flickinger, Bonnie
Garcia, Lee Ann
Glaab, Paul
Hernandez, Robert
Jahn, Bill
Leon, Paul
Lowe, Robin
Martinez, Sharon
Millhouse, Keith
Nuaimi, Mark
Roberts, Ron
Parks, Bernard
Stone, Jeffrey

Riverside, WRCOG
Simi Valley
Lake Elsinore
SANBAG
Inglewood
Moreno Valley
Grand Terrace
City of Laguna Niguel
Anaheim
SANBAG
SANBAG
Hemet/ RCTC
SGVCOG
Moorpark
SANBAG
Temecula
Los Angeles
Riverside County

New Members Present

Hahn, Janice

City of Los Angeles

New Members Not Present

Wilson, Michael

CVAG

Voting Members, Not Elected Official

Rose Casey

Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:39 a.m.

2.0 PUBLIC COMMENT PERIOD

Hon. Alan Wapner announced that the public comment cards received at today's meeting related to specific components within the RTP. The public speakers will be called upon when the meeting gets to that particular item within the RTP.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

Hon. Alan Wapner announced that Hon. Mike Wilson, Redondo Beach, was appointed to the TCC representing CVAG. The Hon. Janice Hahn, City of Los Angeles, was also appointed to the TCC.

It was noted that there are a couple of corrections to the Minutes listing of Members Present at the November 1st meeting. Hon. John Chlebnik and Hon. Marsha McLean did attend the meeting.

A MOTION (Hon. Lou Bone) was made to APPROVE the Consent Calendar. The MOTION was SECONDED (Hon. Bert Hack) and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 2008 State and Federal Legislative Program - Draft

Don Rhodes, SCAG Manager of Legislative Affairs, stated that this year's legislative program focused on the region's big issues, such as air quality and goods movement. As the RTP process has moved forward, SCAG has tried to ensure that any item that required legislative direction from the RTP would be included in the legislative program.

SCAG has received a letter from the Orange County Council of Governments (OCCOG) with several recommend revisions to the program. Hon. Alan Wapner informed the Committee that they would have to consider the recommendations prior to further discussion of the approval of the legislative program.

Chair Wapner stated that there were other recommendations to the program, including:

- In the transportation funding section, add language that provides for specific, rather than general protection, of Proposition 42 funds from future borrowing or use for any purposes other than transportation.
- In the federal and state transportation sections, add language that supports high-speed rail deployment at the federal, state, and regional levels. This support is specifically for the preparation of preliminary engineering for the extended IOS, the EIS, and the state EIR necessary for public/private investment, as well as funding to complete deployment of the IOS by 2010.
- Add a federal transportation section to protect provisions for funding under the Congestion Mitigation Air Quality program (CMAQ).
- Add efforts to reduce the vote threshold from two-thirds majority to 50 percent + 1 for proposals to increase the sale tax for self-help counties.

Chair Wapner asked the Committee for its feedback on the decision to include in the legislative program, a proposed modification of the majority required to pass a local self-help tax from two-thirds to a 50 percent +1 majority.

This is specific to a sales tax. Existing law requires a two-thirds majority to pass a local sales tax initiative, and the recommendation is to decrease that to a 50 percent +1, similar to what is required for school bonds.

Chair Wapner stated that through strategic plans, the Region would be developing other alternative funding sources that might be more relevant than a sales tax, which has no nexus to transportation. Mr. Wapner asked Mr. Rhodes if the existing law, in order to be changed, would require a vote that would have to be brought forward to the public or would the legislature pass it on its own. Mr. Rhodes responded that it would have to go to the public eventually because of financial issues.

A MOTION (Hon. Greg Pettis) was made to add an item to the Legislative Program to change the required majority to pass a local self-help tax from two-thirds to 50 percent +1. The MOTION was SECONDED (Hon. Bonnie Lowenthal). The MOTION was APPROVED by CONSENSUS.

Members in OPPOSITION to the MOTION: Hon. John Beaman, Hon. Lou Bone, Hon. Stan Carroll, Hon. Marsha McLean and Hon. David Spence.

Hon. Alan Wapner stated that the Orange County Council of Governments is asking at this time that any reference to the RCP be eliminated from the Legislative Program. Hon. Art Brown, OCCOG, stated that the reason for including the revision was that OCCOG wanted to eliminate any reference of land-use by SCAG and any legislation allowing SCAG any type of land-use power.

A MOTION (Hon. Art Brown) was made to support the OCCOG recommendation to eliminate specific language from the Legislative Program pertaining to the RCP and Compass Program. The MOTION was SECONDED (Hon. Richard Dixon).

There was further discussion on the motion.

Hon. Richard Dixon clarified for the Committee that one of the reasons for removing the RCP as part of the Legislative Platform is that it is a voluntary program. The OCCOG felt that since the legislative platform is shared with Sacramento, including the RCP in the program would run the risk of having it change from a voluntary document to some kind of state mandated proposal. Since it is a voluntary document, it should not be in the legislative platform.

A question was raised as to who was the end user of the Legislative Program. Mr. Rhodes responded that the end users were Congress, the State Legislature, and other agencies that share the region's advocacy goals. It will go to the CTCs, the COGs, the sub-regions, and others. Many times the program becomes the basis of helping the State put together its advocacy position, as it did a few years ago with SAFETEA-LU.

Hon. Jim Aldinger, Manhattan Beach, stated that the end users in Washington or Sacramento will review the RCP and ask about the goals of the SCAG region. Mr. Aldinger would like to see in the Goods Movement section, under federal priorities, the graphic that was used in previous staff presentations, which reflected the percent of goods movement for the nation traveling through

Southern California's ports. This should be emphasized so anyone in Washington, D.C., or Sacramento understands the tremendous amount of goods movement that goes through our Region's ports.

Chair Wapner asked the Committee to vote on the earlier MOTION of the OCCOG recommendation to eliminate specific language from the Legislative Program pertaining to the RCP and Compass Program. The MOTION was APPROVED by CONSENSUS.

Members in OPPOSITION to the MOTION: Hon. Jim Aldridge, Hon. Marsha McLean, and Hon. Greg Pettis.

Chair Wapner then asked the Committee if there was any opposition to the Legislative Program as presented, including the new bullet points previously covered in the meeting. Is there any opposition that the Legislative Program as amended be recommended to the Regional Council. MOTION was APPROVED by CONSENSUS.

Members in OPPOSITION to the MOTION: Hon. Marsha McLean and Hon. Greg Pettis.

5.2 Draft 2008 Regional Transportation Plan

Hon. Alan Wapner stated there have been some minor modifications to the RTP but the major projects were still contained in the Plan.

The transportation strategies of the Plan address:

- transportation planning challenges and strategies
- safety and security
- importance of managing the Region's system wisely
- monitoring and evaluation
- maintenance preservation
- integrated land use
- travel demand management
- maximizing transportation system productivity

The strategic system expansion part of the Plan is the area that addresses some of the projects. The projects include:

- HOV Gap closures and connectors
- Dedicated lanes for clean technology trucks
- Mixed flow highway projects
- High occupancy toll lanes and toll facilities, including the I-710 tunnel gap closure, CETAP, and the High Desert Corridor.

Transit improvements include the expansion of bus rapid transit (BRT) service; Metrolink extension in Riverside County; and several light rail transit project such as the Gold Line Extensions and Exposition line

In the area of high-speed transit there is an extended IOS and a line from Anaheim to Ontario. SCAG has received an unsolicited proposal from American

Maglev Technologies stating that it will commit funding to build the extended IOS for passenger and freight, as well as the Anaheim/Ontario corridor. SCAG's legal counsel has reviewed the letter of commitment and has determined that it would be sufficient for federal scrutiny. American Maglev Technologies funding institution is Caleion Bank. The amount of funding is \$29 billion nominal dollars.

A question was asked if SCAG had received any other unsolicited proposals from applicants other than American Maglev Technology. Huasha Liu, SCAG, informed the Committee that there was a possibility that SCAG would be receiving a similar unsolicited proposal and letter of commitment from General Atomics in La Jolla, CA.

SCAG has reached an agreement with the High Speed Rail Authority that the Anaheim/Los Angeles portion of the corridor be included in the Plan because the OCTA has committed funds to study the corridor. It is believed that this particular corridor can meet financial constraint.

Chair Wapner resumed the RTP presentation with a discussion on aviation. He reminded the Committee that high-speed rail and aviation are interlinked. An important element of the aviation portion of the Plan is to get passengers to airports via high-speed rail.

An area of emphasis in the Goods Movement section are the dedicated truck lanes, which is now being referred to as alternative technology corridors or dedicated lanes for clean technology trucks. This corridor will be included in the RTP and spawns from the ports to the SR-60. In the area of freight rail expansion, the RTP will increase capacity for freight rail, add grade separations, and improve the emissions of locomotives.

In the RTP's section on finance, SCAG anticipates an increase in the State and Federal Gas Excise Tax. For the purpose of meeting financial constraint, this projection was based on historical data. It is estimated that the gas tax will increase \$.10 per gallon for Federal and State over the next 30 years, and projects the increase to be effective around 2011. Container fees are a maximum of \$200 per container and will finance a lot of the goods movement strategies that the Region is considering. The \$200 figure was a result of an elasticity study that showed it would support up to \$200 as long as it results in increased mobility and efficiency to their system. Value Capture Strategies are included in the Constrained Plan for \$3.7 billion this will included the sale of some Caltrans owned property, working some development deals with developers around some of the projects, and some benefit assessment districts. The Imperial County Local Sales Tax Extension was included because extensions in other counties in the Region have already been voted on. Staff is projecting that Imperial will also be voting on an extension of their local sales tax. This would take place in 2010, providing up to \$816 million between 2011 and 2035. The highway tolls that are included in the RTP are specific to new projects. Regarding Public-Private Partnership (PPP), the Region is seeking private vendors to help finance some projects, and they in turn will get the return on their investment through tolls and other revenue sources. Other sources of funding in the RTP will come from

Private Activity Bonds, Federal Funding (EPA) for clean freight rail technology, interest earnings, Riverside County Measure-A (Bond Anticipation Notes), some TIFIA loans, and the High Speed Rapid Transit System.

The next chapter in the RTP goes into Plan Performance and lists all the goals and objectives that were laid out prior to writing the RTP performance measures include: mobility, accessibility, provide a reliable transportation infrastructure system, it will meet productivity standards, is safe and secure, sustainable, preserve the existing infrastructure, cost effective, meets environmental conformity, and provides environmental justice for all segments of the population.

Hon. Bonnie Lowenthal, Long Beach, pointed out that there was nothing listed in the Plan's performance with regard to health impacts. Mr. Ikhrata responded that there would be a discussion of health impacts in the Environmental Impact Report (EIR) of the RTP. Staff will add a discussion of health impacts into the Plan Performance section as applicable.

There are two sets of forecast numbers in the RTP. One set is called the baseline growth forecast which are numbers based on the input that SCAG has received from its member cities and sub-regions. The other set of numbers that are contained in the Plan incorporate some of the Compass 2% Strategies. When the Plan is adopted the Region is adopting a range from the baseline to the Plan numbers.

As a result of the Compass 2% Strategy, there was a population shift from the inland to the coastal counties. That shift was based technically on the fact that the Region gets more benefit when there is more concentration and more development around transit. There is more transit in the coastal communities than there is in the inland communities, therefore this results in a shift. The RTP number does not translate that the coastal communities will get more transportation funding and the reason is that the shift is only applicable to the cities that already have a program in place based on the existing funding allocation.

Chair Wapner asked that Peter Greenwald, South Coast Air Quality Management District, come forward and give his public comment while the Committee was covering the subject of goods movement and environmental impact. Mr. Greenwald stated he was in front of the Committee to express AQMD's support for zero and near zero emission technologies to move freight such as electrified rail. The Region needs all the emission reductions that the regulatory agencies and SCAG have been able to identify in order to meet federal attainment deadlines. The Air Resources Board still has undefined measures needed to achieve attainment. Goods movement is a big contributor to the Region's emissions and is relatively uncontrolled compared to other sources. The SCAQMD is pleased to see conservation for zero emission transportation systems such as rail electrification in the Draft RTP. Rail, for example, is the eighth largest category of nitrogen oxide and will grow to be the fifth largest category if not controlled. Also reducing diesel particulate matter emissions from rail, trucks, and other sources will help generate the public support needed for goods movement

projects. The AQMD commits to work with SCAG and other stakeholders to develop a plan that will both improve mobility as well as air quality.

Chair Wapner reminded Mr. Greenwald that the electrification of trains was not included in the Draft RTP. It was the TCC's policy decision to include tier four engines and not electrification in the RTP.

Chair Wapner then initiated the Orangeline discussion. Mr. Wapner reminded the Committee that the decision made at its last meeting was to include the project in the Strategic Plan as a high-speed rail project. The TCC does support the Orangeline but wants to make sure it was not compromising the success of the RTP by not meeting financial constraints. Since the last meeting of the TCC, the Orangeline's JPA has been able to provide documentation, and there will be additional documentation coming, that the Orangeline would be able to meet financial constraints to comply with the RTP requirements. With this in mind, Chair Wapner recommended that the Orangeline be included in the Constrained RTP. Chair Wapner pointed out that the Orangeline, the High-Desert Corridor, the CTAP, and the IOS are all subject to being taken out of the RTP prior to final adoption by the Regional Council if the documentation for meeting financial constraint is not received by SCAG. The Region's conformity ends on June 8, 2008, the Region does not have the time to recirculate the RTP. The Region has to make sure that whatever is approved as the final RTP in March, is the final document.

Rich Macias, SCAG, informed the Committee that SCAG would be meeting on December 12th with the federal representatives to walk them through the RTP. The feds will have many questions as we get into the review. SCAG will have a subsequent meeting with the feds as we go on through the process.

Hon. Richard Dixon stated that he was opposed to the Orangeline going into the Constrained Plan. The reason is that neither OCTA nor Metro has taken a position on the right-of-way. The project does not have access to the right-of-way. Mr. Dixon felt that it would be dangerous at this time to assume that because no position has been taken by either agency that it is okay. Mr. Dixon stated that the Orangeline should go into the Strategic Plan and come out once the issues are resolved. Mr. Dixon reminded the TCC that the motion that was passed at last month's meeting was to put it in the Strategic Plan and when project makes further progress, SCAG's Executive Director or President could draft a letter and address it to the Orangeline JPA, indicating support for the project. This letter can be used by the JPA during its efforts to market the project to Wall Street banks.

Chair Wapner informed Mr. Dixon that he was partially incorrect. It is true that letters have been received from the OCTA and MTA and both agencies state that they have not take a position on right-of-way. Each agency will be doing some alternative analysis and looking at different plans surrounding the project. It is SCAG's legal counsel's opinion that a project does not need a committed right-of-way to be in the Constrained RTP. What you can not have is an exclusion from the right-of-way, so had SCAG received letters from either entity saying that

under no circumstance could the Orangeline use this right-of-way, then that would be a problem. The fact that it is still be considered as a potential user of the right-of-way is circumstance to include the project in the RTP.

Mr. Michael Fitz, Staff Attorney for the Endangered Habitat League, stated he wanted to go on record with the understanding that the Draft RTP is going to be released for a 45-day public comment. Once the comment period begins, all the information that would enable a member of the public to evaluate the desirability of the Plan, its legality, and its compliance with federal regulations should be available for the public to review. Mr. Fitz requested that if there is additional documentation that is submitted as part of Plan, that the public comment period be re-initiated to enable the public at large to evaluate the information as part of the public process that the Plan has to go through under the Clean Air and Transportation act.

Rich Macias, SCAG, responded that as the RTP process progresses, SCAG will engage the Regional Council on how to address comments that Staff receives. Staff will document the entire process and release the documentation in the final draft RTP when it comes forward to the Regional Council for approval. Staff will gauge everything that comes in on the basis or whether or not Staff can identify the material as new and significant information because SCAG does not want to find itself in a position where it would have to re-circulate the RTP. Mr. Fitz responded that he would submit that the public has an independent right to determine what is significant information and what is not significant and the Habitat request that any information regardless of whether Staff deems it significant or insignificant be made available to the public as part of the public comment process in a timely fashion so new information not be added after the closure of the comment period. Hasan Ikhrata clarified for Mr. Fitz and the TCC that all relevant information will be released for public comment, and there will be no information kept as significant or insignificant; the public will have full review of everything.

Hon. Steven Diels, Redondo Beach, stated he had a question on the growth forecast numbers that were discussed earlier in the meeting. Mr. Diels stated that the range that Mr. Ikhrata referred to did not sound like it had any impact on the Plan. Why include both sets of numbers if there is no impact? Mr. Ikhrata clarified for Mr. Diels that the baseline numbers are needed to run a baseline scenario in the RTP, which is required along with an environmental impact report. Staff had previously informed the TCC that there would be a baseline forecast since it is used to run the no project scenario in the EIR and the baseline project in the RTP. The growth strategies outlined in the RTP are voluntary; no city needs to accept the plan numbers if they do not like them. Mr. Diels responded that it appeared that the two sets of numbers were incompatible and there needed to be further discussion as to what the numbers mean going forward with the RTP process. Mr. Ikhrata responded that the two sets of numbers are different, but not incompatible. The baseline is a technical forecast based on local city inputs, the Plan is based on the Compass 2% Strategy, a voluntary initiative and SCAG has almost 50 of its member cities participating in the program.

Chair Wapner then opened the floor to public comment period on the Orangeline Project.

Hon. Kirk Cartozian, City of Downey and Chairman of the Orangeline Project, stated that the JPA wanted to extend its thanks to SCAG as there had been some miscommunications in the past. He informed SCAG staff and the TCC that the JPA is on par within the RTP and its requirements to the federal government. In the last week, the JPA has provided its financial lenders commitment to the project, including that in good faith that the letter will be modified by Wedbush Morgan to the needs that SCAG has recommend to the JPA. The JPA feels that it has met the obligations and that any point in time, if the Orangeline falls short, the JPA will be the first to say it is time for the project to be pulled from the RTP. But now is not that time because the progress that has been made thus far. Also there is the commitment of the 14 member cities of the JPA, with two more cities joining in the near future.

Chair Wapner stated that he was not sure if it was going to be necessary for the rest of the public comment speakers to be heard at today's meeting of the TCC because he had not heard from a member of the TCC that the project was not warranted and necessary for the Region. The only hesitation from the Committee has been that the Orangeline may not meet the legal specification requirements for financial constraint, and the right-of-way issue. SCAG and the TCC have looked at the documentation and feel confident that JPA will be able to meet the financial constraints. But if the JPA does not, the recommendation will be to pull the Orangeline from the RTP prior to the final adoption of the RTP.

Chair Wapner then inquired of the TCC if they felt it was necessary to listen to the ten or so other public comment speakers. Hon. Richard Dixon interjected that he could save the Committee a lot of time by stating that if the Orangeline is currently meeting the guidelines then there is no reason for the project to not be in the Constrained Plan. Mr. Dixon stated that he had been the strongest advocate for the project not to be part of the RTP. Mr. Dixon stated that he did not feel it was necessary for any of the other public speakers to stand up and repeat what the Chairman of the Orangeline has just stated. The project now meets the qualifications the TCC has outlined to be in the Constrained Plan.

Chair Wapner then took a consensus vote to put the Orangeline Project back into the RTP. The consensus of the TCC was to put the project back into the RTP from the Strategic Plan.

Chair Wapner took the time to introduce the other public comment speakers:

Hon. Mario Guerra, City of Downey

Hon. Scott Larsen, City of Bellflower (commented briefly on the right-of-way issue)

Hon. Maria Davila, City of South Gate

Hon. Dean Grose, City of Los Alamitos

Michael Hollon, representing Assemblyman Hector De La Torre

Luis Marquez, representing Senator Alan Lowenthal

A MOTION (Hon. Richard Dixon) was made to include the Orangeline in the Constrained Plan of the RTP. The MOTION was SECONDED (Hon. Gene Daniels). The MOTION was UNANIMOUSLY APPROVED.

Chair Wapner then opened discussion on the High-Desert Corridor. He stated that there appeared to be some miscommunication among the CTCs. The corridor needs to meet the same requirements as all the other RTP projects, proof of public private/public partnership and funding constraints. The City of Victorville has committed \$200 million towards the project. The project has widespread support among legislators as well as local officials. The recommendation is to include the corridor project in the RTP subject to there being some type of funding commitment from a private vendor prior to final adoption.

Chair Wapner then invited the public comment speakers on the corridor project to come forward.

Hon. Henry Hearn, City of Lancaster and High-Desert Corridor JPA member, stated that he had a letter before him from himself and the North County Transportation Coalition requesting that the High-Desert Corridor project stay in the RTP. Tim Jasper, High Desert Corridor JPA, then came forward to state that the JPA, himself, Mayor Hearn, and the JPA members approved a RFP on December 3rd and is being circulated for a public/private relationship to make the project move forward. There is a project management plan for the entire High Desert Corridor that the JPA will forward to the Committee. Laurie Hunter, representing Supervisor Brad Mitzelfelt, High Desert, thanked the TCC for keeping the corridor project in the draft RTP. Michael Cano, representing Supervisor Mike Antonovich, stated that he was handing out a letter to the TCC on behalf of the Supervisor adding to the comments previously made about keeping the project in the RTP. One of the things that has impressed the Supervisor Antonovich is the impact this project can have on removing pass through traffic, downtown Clarita Valley from the I-5 across the I-201 and the I-10 all the way to the I-15 and back up, which is one of the biggest inefficiencies currently in the system. The Supervisor feels this project will have high major impacts not only in the High Desert area, but as well as the trade corridors and the local mobility options for residents in the Los Angeles and San Bernardino County basin. Laura Biery, City of Palmdale, thanked the TCC for keeping the High Desert Corridor in the constrained portion of the Draft RTP.

Chair Wapner then opened the floor for discussion on the CETAP. The CETAP are the various corridors that run between Riverside and Orange Counties. The CETAP is in a unique position because it has not been able to prove meeting financial constraints for the total Plan, but the CETAP actually has money over \$15 million appropriated and if the project is not included in the RTP, it can not keep this money. At this point the recommendation is to include the project in the Draft RTP subject to revision at a later time, if Staff finds that there is no way to keep the project in the Plan.

Hasan Ikhrata, clarified for the Committee that the CETAP consist of four corridors. Both OCTA and RCTC have work together to study the potential for

this corridor. The project has received federal grants and RCTC, from their local money, committed close to \$320 million for this corridor. Staff needs to work with both CTCs to obtain the documentation so Staff can defend the project.

Hon. Richard Dixon stated that he wanted to remind the Committee that if the Orangeline, High Desert Corridor, or CETAP are pulled for some reason from the RTP once it has been approved, it could potentially put the entire RTP at risk from an air conformity perspective.

Rich Macias, SCAG, clarified for the Committee that with the TCC's approval today, Staff will release the Draft RTP for public review. Staff will close the public comment period when the EIR public comment period closes on February 18th. Staff will bring forward the EIR for public comment release in January.

A MOTION (Hon. Bert Hack) was made to APPROVE the Draft Regional Transportation Plan as amended to include the Orangeline as a high-speed transit system in the RTP and remove it from the Strategic Plan. The MOTION was SECONDED (Hon. Jim Aldinger). The MOTION was APPROVED. Members in OPPOSITION to the MOTION: Hon. Marsha McLean and Hon. Greg Pettis.

6.0 AVIATION TASK FORCE REPORT

The next meeting of SCRAA will be in January 2008. There is a survey that has been sent out to its members and other stakeholder inquiring as to whether SCRAA needs to continue as a body or not.

7.0 MAGLEV TASK FORCE REPORT

Hon. Lou Bone, Chair of the Maglev Task Force, stated that on November 11th – 13th a team comprising of Alan Wapner, Huasha Liu (SCAG), and myself visited the American Maglev Technology (AMT) test site in Atlanta, Georgia. We observed the test vehicle levitating, we were propelled along the line as we rode the train, and AMT sent SCAG an unsolicited proposal for developing a Maglev system to move both cargo and people in the Region. The next Maglev meeting will be on December 13th.

8.0 INFORMATION ITEMS

No items.

9.0 CHAIR'S REPORT

Hon. Alan Wapner announced that there would be a minimum of three public meetings throughout the Region (Los Angeles, Riverside and Orange County) in January. Mr. Wapner will be visiting every sub-region and commission in the next few months to go over the Plan and hear comments regarding it. The final RTP will be brought to the Regional Council in March for approval.

Pursuant to President Ovitt's request Chair Wapner will be reviewing all the task forces and sub-committees of the TCC to see which committees need to be kept and which

committees may need to be replaced. If the members of the TCC have any suggestions please bring them forward to Mr. Wapner.

10.0 FUTURE AGENDA ITEMS

No items.

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:08 a.m.

The next committee meeting will be held on **Thursday, January 3, 2008, at the SCAG office in downtown Los Angeles.**



Rich Macias, Manager
Transportation Planning Division